

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

NO.
SECRET

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COUNTRY Poland

REPORT NO.

SUBJECT 506th Military Transport Column
in Szczecin

DATE DISTR. 5 August 1953

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DATE OF INFO.

REQUIREMENT NO.

PLACE ACQUIRED

REFERENCES

Recruitment of Personnel

1. In May 1952 [] in the newspaper Izvestia [] volunteer drivers were needed for foreign service with the armed forces. The advertisement promised good wages, good food, and free quarters. All volunteers were to send a birth certificate, photograph, brief biography, and a certificate of their qualifications as a driver to Komsomolskaya 6, Mogilev. []

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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

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Organization of the 506th

2. The 506th Military Transport Column was subdivided into four columns, each of which was headed by a civilian foreman. Each of these subdivisions was identified by the name of its foreman. [redacted]

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[redacted] the Yagorski column. [redacted]
[redacted] The approximate total of men and vehicles of the 506th Military Transport Column was as follows: 4 foremen, 90 drivers, 6 mechanics, 100 ZIS three-ton trucks, 6 US Willys jeeps, and 3 four-door, M-101 ZIS civilian sedans. All vehicles were painted dark green. Each column included 1 foreman, 20 drivers, 20 trucks, and 1 jeep. The remainder of the men and vehicles was unassigned. All orders were given by the foremen who received them from Maj. (fnu) Zalusky. There were no military personnel in the 506th Military Transport Column.

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Ordinary Duty

3.

[redacted]
[redacted] All breakdowns were to be reported immediately to the foreman, who in turn would turn over the vehicle to the mechanics. Daily vehicle maintenance was handled by the individual driver every morning. Higher echelon maintenance and major repairs were done by mechanics in the unit repair shop; we had approximately six civilian mechanics.

4. The daily schedule, maintained six days a week for drivers not on convoy duty, was as follows:

0800	Reveille
0800-0900	Cleaning of billets. Each driver was responsible for his own room. The hallway was cleaned by a detail assigned by the foreman.
0900-0930	Breakfast -- cereals (kasha), tea, bread and butter.
0930-1400	Maintenance of vehicles. Each driver took care of his own vehicle only.
1400-1500	Lunch -- meat or fish, soup, bread, butter and tea.
1500-1930	Some of the drivers were detailed by the foreman to drive their trucks to the Szczecin dock food warehouses where they picked up the daily food ration distribution for the Soviet units in Szczecin. The rest of the drivers worked on their vehicles.
1930-2030	Supper -- meat or fish, soup, bread, butter, and tea.
2030-2400	Free time.
2400	Curfew

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25X1 5. Every day the drivers picked up rations for the unidentified Soviet unit /See Annex A7 and the 506th Military Transport Column. [redacted]
25X1 [redacted]

25X1 [redacted] All loading and unloading was done by Soviet soldiers at the warehouses and at each house.
[redacted] No further information.

25X1 6. Each day a driver was assigned as charge of quarters. His tour of duty started after supper and ended at breakfast the following morning. [redacted]

25X1 7. Drivers did not have a pass system. During their free time they were allowed to go wherever they pleased as long as they were back by 2400 hours. [redacted]

25X1 [redacted] No one was allowed to go on leave to the USSR. 25X1

Convoy Duty

25X1 8. Approximately once a week, one of the columns was alerted for convoy duty. Drivers were told of a convoy on the preceding night. All drivers participating in the convoy ate an early breakfast at about 0600 hours. After breakfast the drivers surrendered their passports and all identification papers to their foreman who deposited them in the office of Maj. Zalozhnyy. This procedure was to prevent defection. Then the convoy drove out to the Szczecin dock installations /See Annex B7 where the trucks were loaded with supplies. The drivers were never told their destination. Only the foreman knew it, and he always rode in a jeep ahead of the convoy, serving as a guide. The trucks followed at an interval of approximately 30 m. Usually the convoy moved at 30-40 km. per hour. On long trips, convoys were always made up of an entire column, never less than 15 vehicles. Breaks were allowed only every 350 km. and were never taken in towns or villages but in open country. Breaks never lasted more than 20 minutes and they were never taken at the refueling stations. At border crossing points, the foreman took care of all the formalities. The trucks were never inspected or delayed. Box lunches were provided the drivers. The gas-tank capacity of each truck was approximately 60 lit. and was good for approximately 400 km. The foreman signed a receipt for all fuel taken by his convoy. Each truck carried an emergency gas supply in four gas cans attached to the left side of the cab. Each can was sealed and had a capacity of approximately 20 lit. [redacted] 25X1

25X1 [redacted] There were no specific instructions for night driving.
25X1 [redacted]

25X1 9. When the convoy arrived at its final destination the supplies were unloaded by Soviet soldiers. Then the drivers moved with their vehicles to a mess located near a gas station and had a break of approximately two hours. After the break, the convoy returned empty to Szczecin. In instances when the trip down took all day, [redacted] 25X1
25X1 usually stayed overnight at [redacted] destination. Overnight stations were at Magdeburg [redacted] Leipzig [redacted] and Heiligenstadt 25X1
25X1 [redacted] In Eberswalde [redacted] Brandenburg [redacted] 25X1
25X1 and Frankfurt/Oder [redacted] had a break varying from one to four hours. 25X1

25X1 10. [redacted]
25X1 [redacted]

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Gasoline Dumps

11. [REDACTED] 25X1
25X1 [REDACTED] gasoline was brought in by [REDACTED] 25X1
trucks in 20-lit. cans. The gasoline was stored in the garage
serving as the repair shop [REDACTED] /See Annex A/. 25X1
25X1 [REDACTED]

Annex A. Sketch of Casernes of the 506th Military Transport
Column, an u/i Soviet Unit, and an u/i Polish Unit
near Szczecin

B. Soviet Dock Installations in Szczecin

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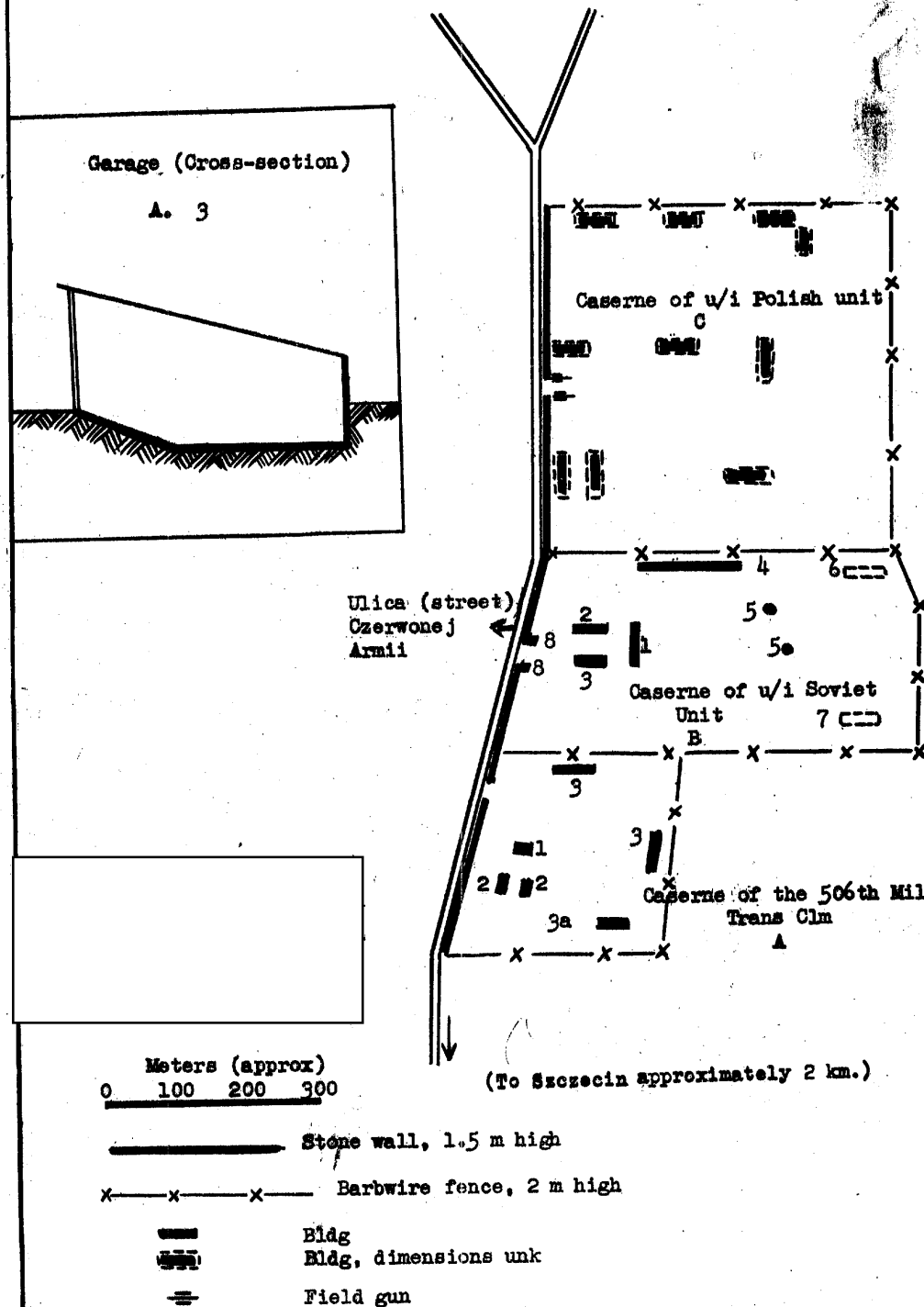
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Annex A:

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Sketch of Casernes of the 506th Mil Trans Clm, an u/i Soviet Unit,
and an u/i Polish Unit near SZCZECIN (UTM-33UVV7021)



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Sketch of Casernes of the 506th Mil Trans Cln, and u/i Soviet Unit
and an u/i Polish unit near SZCZECIN (UTM-33UVV7021)

LEGEND

A. Caserne of the 506th Mil Trans Cln

25X1 [redacted] the 506th Mil Trans Cln compound was located on
ulica Czerwonej Armii on the outskirts of SZCZECIN. [redacted]

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The compound was not guarded. A stone wall, one and one-half meters high, facing the street, and a two meter high barbwire fence, surrounding the rest of the compound, were the only security measures. The compound occupied an area 300 x 300 m. There were two gates in the wall. The gates were three and one-half meters wide and had a standard wooden road block. There were six buildings within the compound:

1. Messhall and kitchen -- 1-story cinderblock bldg, 20 x 20 m.
2. Drivers' quarters -- 2 1-story cinderblock bldgs, 30 x 8 m. There were approximately 10 rooms in each building, four to five men to each room.
3. Garages -- 3 1-story concrete bldgs, 80 x 12 m. They were partially underground with a gently sloping entry ramp. At the entrance, the asphalt roof was four meters above the ground and at the rear end one meter above the ground. The garages were divided into approximately 30 stalls, each for one vehicle. Garage 3a was used as a repair shop, supply room for spare parts and tools, and gasoline storage. [redacted]

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25X1 [redacted] The total capacity of the garages was approximately 60 vehicles; all other vehicles were parked outside without shelter.

B. Caserne of an u/i Soviet Unit

Adjacent to the 506th Mil Trans Cln was an u/i Soviet unit compound, 500 x 300 m. The side facing the street had a stone wall one and one-half meters high. There was one gate in the wall five meters wide with a standard wooden road block and wooden guard turrets on each side. Two guards were posted at the gate at all times. The rest of the perimeter was enclosed by a barbed wire fence two meters high. Roving guards patrolled the inside of the perimeter at all times. The compound contained:

1. Soviet officer quarters -- 4-story stone house, with a shingle roof, 50 x 20 m.
2. En quarters -- 4-story stone house with a shingle roof, 40 x 20 m. Capacity unknown.
3. Headquarters -- 4-story stone house with a shingle roof, 40 x 20 m.
4. Garage -- similar in construction to garages shown in No A 3. Capacity unknown. T-34 Tanks were parked in this garage.

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5. Shelter tents with wall flaps -- 2 tents, 20 x 20 m and 6 m high. DS-549 saw several BA-10 Soviet armored cars parked underneath.

6. Ammunition dump -- size unknown. An excavation in the ground, covered with a tarpaulin, served as the dump. He did not know if the walls were reveted with cement. DS-549 knew it was an ammunition dump because he saw soldiers unloading ammunition crates and storing them inside.

7. Gasoline dump -- similar to the one described in No 6, above, but not covered. Gasoline was stored in 20-lit cans.

8. Guard houses -- wooden, 2 x 2 m.

C. Caserne of an u/i Polish Unit

All buildings were of stone construction and at least two-stories high; the exact dimensions and other details were unknown.

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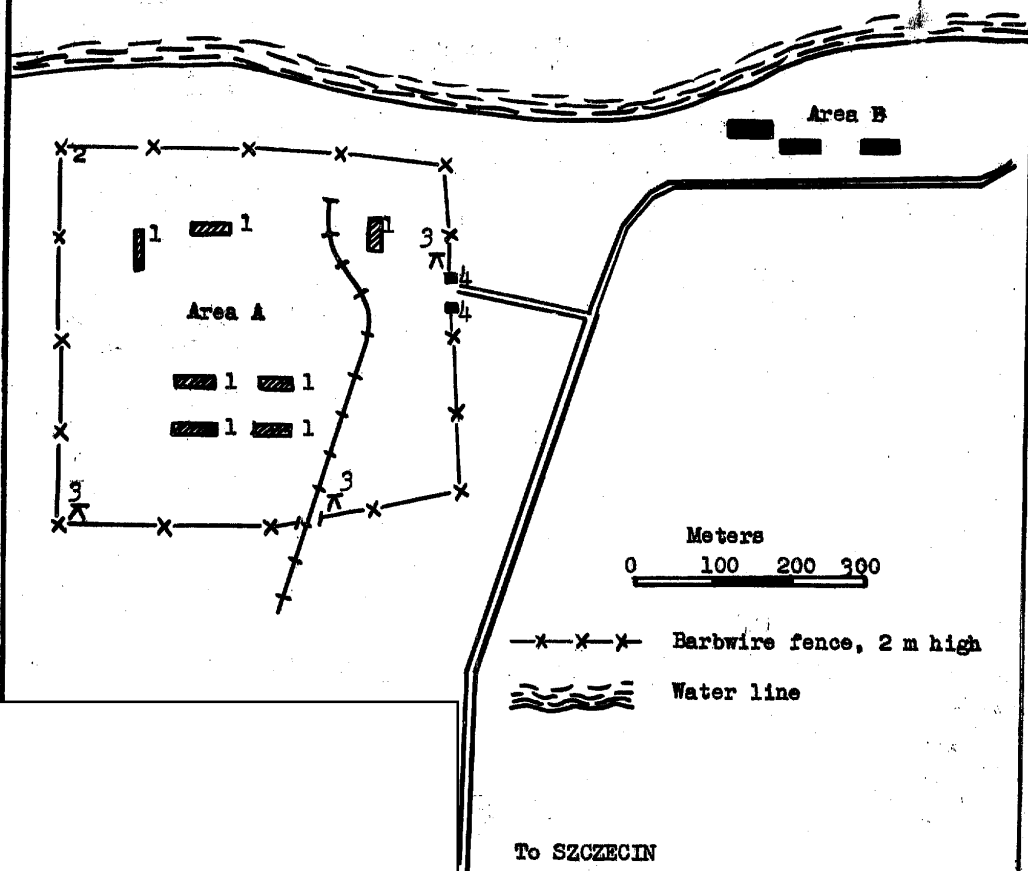
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Annex B

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Soviet Dock Installations in SZCZECIN (UTM-39UVV7021)



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Soviet Dock Installations in SZCZECIN (UTM-33UVV7021)LEGEND

Area A -- Ammunition dump - 500 x 500 m.

There was only one road entrance with a barbed wire gate approximately five meters wide. The gate was guarded by two Soviet soldiers. The other gate, a single track railroad entrance, was closed and without guards.

[REDACTED] supplies from this dump: ammunition for artillery and small arms, mines, grenades, barbed wire and AAA shells.

1. Seven underground ammunition storage bunkers - 50 x 15 m. Completely covered with earth and grass. The earth mounds were about two meters high. Concrete platforms, one meter high, were built at the entrance of each bunker. [REDACTED]

2. Barbed wire fence - about two meters high.

3. Three guard towers - wooden, seven meters high, capacity unknown.

4. Guard huts - two small wooden structures. Capacity, one man each.

Area B -- Warehouse

Refrigerated buildings for storing food stuffs - 3 concrete structures, 40 x 20 m and 30 m high. The walls were approximately one meter thick. There were no windows but only small, barred apertures.

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